

The Program cost estimates and schedules for the significant projects are summarized as follows:

State Project Number and Title		Cost	Operational Date
Projects Completed (Funded):			
300-0131	M8 Acceptance Facility	\$13,500,000	July 2009
300-0137	EMU/CSR Shop Improvements	\$7,300,000	August 2010
301-0110	Diesel Storage Yard	\$4,900,000	December 2010
301-0038	Traction Power Substation 1086	\$14,000,000	March 2014
Currently in Construction (Funded):			
301-0106	Component Change Out Shop	\$215,000,000	Fall 2015
300-0139	Independent Wheel Truing Facility	\$36,000,000	Fall 2014
Currently In Design (Funded):			
301-0121	Central Distribution Warehouse	\$34,000,000	2016
301-0124	Maintenance of Way Facility	\$35,000,000	2015
301-0144	Yard Power Upgrade	\$10,200,000	2016
301-0123	Pedestrian Bridge	\$16,500,000	2016
Currently in Planning (Not Funded):			
300-0138	West End Yard	\$80,000,000	As funding is identified.
301-tbd	Transportation Building Expansion	\$12,000,000	
301-tbd	Service and Inspection Shop	\$159,000,000	
301-0127	East End Yard	\$157,000,000	
301-0131	Car Washer	\$48,800,000	
301-0130	Diesel Shop Expansion	\$75,800,000	

New Haven Rail Yard  
Facilities Improvements Program



Rail Yard History:

- The New Haven Rail Yard (NHRY) has functioned as a rail maintenance and storage facility since the mid 1800’s.
- CTDOT acquired the NHRY property in the late 1980’s.
- Significant investments have been made by CTDOT since then including the Diesel Shop reconstruction, the Multiple Unit (MU) Storage Yard (“60’s yard”), Transportation Building (“T&E Building”), Running Repair Shop, Fueling Facility, M8 Acceptance Yard, and Diesel Storage Yard.
- The current New Haven Rail Yard Facilities Improvements Program was initiated in 2005 and has been continually evolving as operations, needs, and technologies change. The main purpose was to accommodate a new generation of electric multiple unit (EMU) cars, the M8’s.

Master Plan for M8 Maintenance:

- A Master Plan was developed in 2008, with initial projects designed and constructed.
- The program was partially funded to include the most important facilities to maintain and store the fleet.
- In 2012, significant operational changes occurred which precipitated the need to re-evaluate the program:
  - Retirement of all of the old EMU cars (M2/4/6’s), resulting in an all new M8 fleet.
  - Store and maintain the Hartford Line operation in the NHRY.
  - Allow for future Transit Oriented Development (TOD) of Union Station.
  - Address increases in ridership and service.
- The new Yard Master Plan Update, endorsed by CTDOT and Metro-North Railroad, was published in the fall of 2013.

Program Enhancements

- The major enhancements to the program include:
  - Re-introduction of a new Service and Inspection (S&I) facility, now warranted since the entire EMU fleet will be new, component-based cars, for which a “Consist Maintenance” philosophy is well suited.
  - A Pedestrian Bridge connecting Union Station to the Component Change Out Shop to enhance safety by eliminating employees crossing tracks and encourage rail commuting.
  - Expansion of the Transportation Building by adding a 3<sup>rd</sup> floor. This will provide additional crew space and a larger Yardmaster office to accommodate the larger yard layout.
  - Expand the Diesel Shop to accommodate 4 car + locomotive train sets, and additional crew quarters. This is required to accommodate both New Haven – Hartford Springfield and Shore Line East services.

- \$80 million in previously authorized funding was approved at the May 5, 2014 Bond Commission meeting. This will fund the next round of NHRY projects currently in design, including:
  - Removal of the old Stores Building to make way for future yard projects.
  - Storage Tracks for Revenue Trains.
  - Pedestrian Bridge Overpass.
  - An application has been submitted to secure Federal funding for the Yard Power Upgrade project.
- The program is expected to ultimately employ a total of 1600 workers within the yard.

